

Plan Goals and Proposed Strategy

Plan Goals and Proposed Strategy

A multiple-pronged approach is needed to create a complete community. This chapter is divided into five subsections. Each subsection presents a future vision, issues, obstacles, opportunities, and a set of strategic actions to attain one of the following five goals. Each set of strategies includes recommended plan and ordinance amendments, projects, and programs.

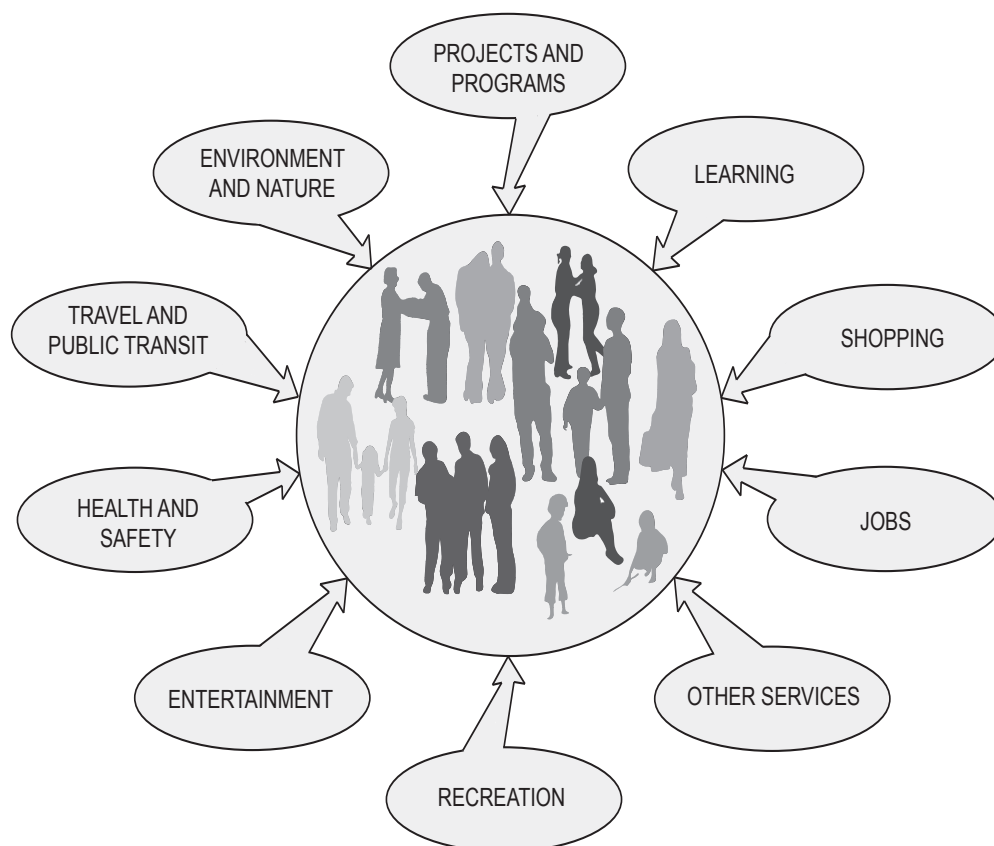
- **Build complete neighborhoods and a network of activity centers to serve them.**
- **Provide convenient public services.**
- **Plan and build an interconnected system of public parks, trails and open space.**
- **Increase and improve retail and commercial services.**
- **Develop a complete multi-modal transportation network.**

The sets of strategies include policies that are adopted with the adoption of the Southwest Albuquerque Strategic Action Plan, policies and regulations that are adopted by separate ordinance, and program and project recommendations that are intended to be initiated after Action Plan adoption.

Upon adoption, the entire Southwest Albuquerque Strategic Action Plan becomes part of the West Side Strategic Plan. A separate ordinance requesting text amendments to City ordinances and a resolution requesting specific text amendments to the West Side Strategic Plan, Southwest Area Plan, Rio Bravo Sector Development Plan, Tower/Unser Sector Development Plan, and West Route 66 Sector Development Plan accompany this Southwest Albuquerque Strategic Action Plan.

The Action Plan's recommended City ordinance amendments will apply to all new development in Albuquerque. Albuquerque/Bernalillo County Comprehensive Plan policy amendments that support new development goals will be addressed through a separate planning initiative.

Chapter 3 contains the complete text of all the Action Plan's recommended text amendments to individual plans and ordinances. It also contains a table that lists and prioritizes proposed capital projects and additional plans and studies.



This Strategic Action Plan emphasizes improving all community members' quality of life.

Goal 1. Build Complete Neighborhoods and a Network of Activity Centers to Serve Them

Future Vision

Key Concepts

A Complete Community: Clusters of complete neighborhoods served by a network of highly accessible community and neighborhood size activity centers that conveniently concentrate opportunities for living, learning, working, shopping, and playing.

Complete Neighborhoods: Neighborhoods, each comprised of a variety of quality built, southwestern style single-family and multiple-family housing in a range of prices; businesses; parks; schools; and landmarks all easily accessed by walking or bicycling

A Network of Community and Neighborhood Activity Centers: Well-distributed community and neighborhood-serving concentrations of public services, commercial services, and shopping

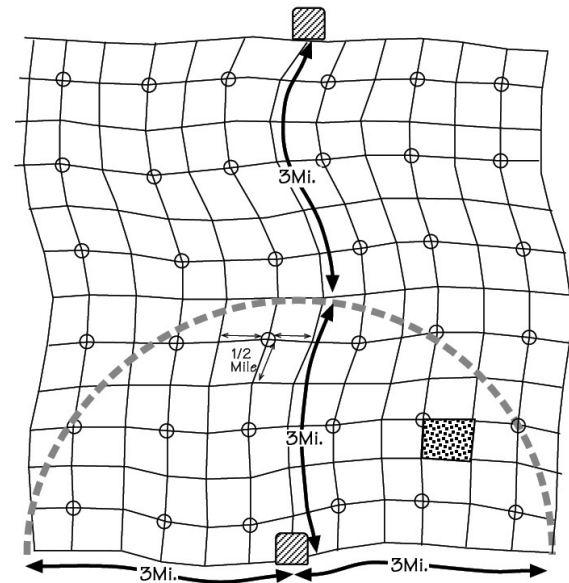
A Complete Community

The community template on this page shows a community consisting of many complete compact neighborhoods that are anchored by conveniently placed neighborhood and community activity centers. Activity centers contribute to community identity and allow the area to be self-sufficient in many ways.

Elements of a Complete Community:

- Distinct identity recognized by residents, employees, and visitors
- Public art and landmarks
- Efficient and convenient local and regional transportation (mass transit, bicycling, driving, and walking)
- Opportunities to live, work, shop, play, and take care of most daily needs
- Community Activity Centers with clusters of stores, offices, medical services, day care, entertainment, multiple family residences, and/or schools, libraries, and intergenerational centers for seniors, other adults, and children
- Multiple complete neighborhoods that include neighborhood service areas

Community Template



Complete Neighborhood
• 1/4 Sq. Mile

- Includes interconnected streets and pathways, neighborhood services, park and/or school in one or more activity centers, a mixture of housing types.

Community Activity Centers

- Approximate (3 mile service radius)
Centers approximately 6 miles apart
- Approximately 30 - 60 acres with multi-family housing, transit service stop, commercial services and shopping, public buildings, community wide destinations

Neighborhood Activity Centers
• 1/2 Mile service radius

- Part of a complete neighborhood
- Approximately 5 - 15 acres with any combination of park, school, commercial services, shopping, and multi-family housing

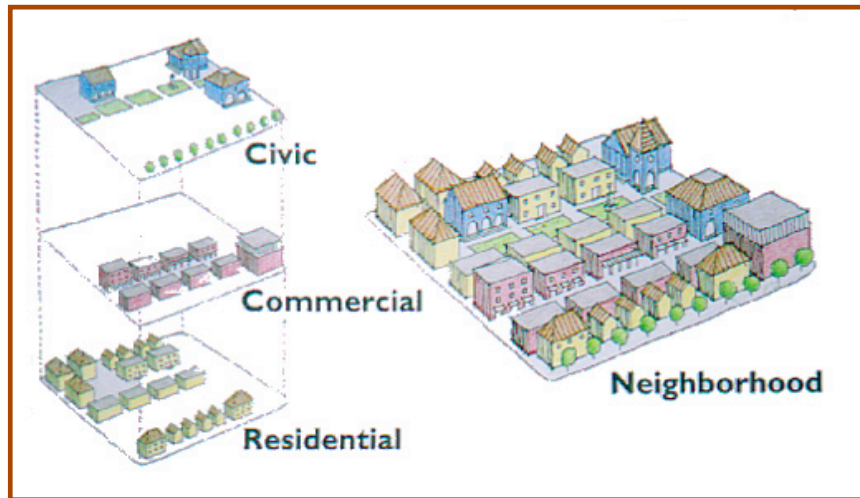
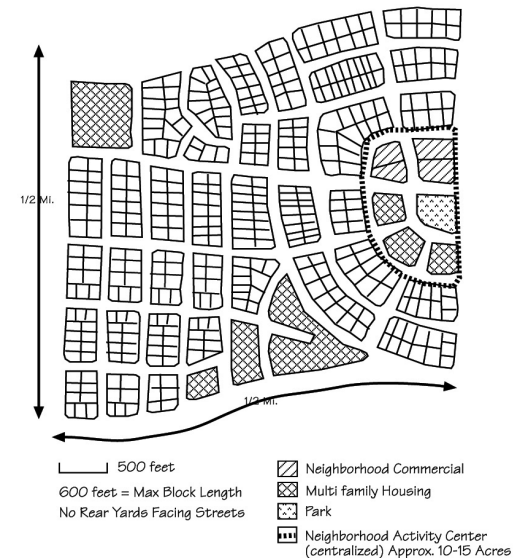
Complete Neighborhoods

Elements of a Complete Neighborhood:

- . About 160 acres in area, including neighborhood activity centers
- . Integral part of the larger community
- . Feels like home to those who live there
- . Distinctive identity
- . Variety of residential building types (single-family detached, town homes, apartments) to serve a variety of households on various size lots
- . Convenient and reliable mass transit service within one-quarter to one-half mile distance
- . Safe, efficient, interconnected, and comfortable network of streets, sidewalks, and trails that allow residents to easily move through the neighborhood and to local destinations by walking
- . Conveniently placed Neighborhood Activity Center that meets many daily needs

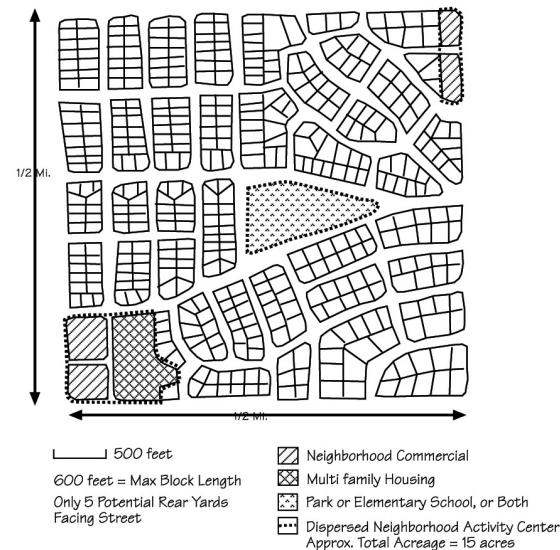
Desirable neighborhood templates: complete neighborhoods can be designed in a variety of ways, but they must include most or all of the elements listed on the left.

1/4 Mile Square Neighborhood



The elements of a complete neighborhood. Courtesy: Dan Burden

1/4 Mile Square Neighborhood



A Network of Community and Neighborhood Activity Centers

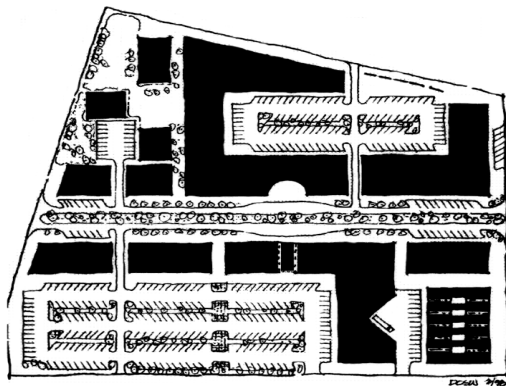
Both Community and Neighborhood Activity Center services should be pedestrian-oriented, visually pleasant, easily accessed but not dominated by vehicles, and should provide opportunities for people to socialize and participate in their community. They should contain a mixture of uses, allowing people to accomplish several tasks in one trip. They should provide housing opportunities different from those found in the interior of the neighborhood. They can provide employment.

Providing more employment opportunities close to where residents live can reduce travel distances. If the types of jobs approximately match residents' job skills, and if good accessibility is provided, some employees might live close to their jobs. Additionally, retail, community and other services provided in activity centers close to residences also reduce long distance travel.

West Side employment centers are being developed near Southwest Albuquerque: the Atrisco Business Park area, West Central Avenue and the industrial area near Paseo del Volcan and I-40.

Example: DESIRABLE Neighborhood Activity Center Design

- Approximately 11 Acres
- Floor Area Ratio: .58 if all 2-story buildings
- Floor Area Ratio: 1.0 if 2, 3, and 4-story buildings
- 36% open space
- 64% impervious coverage
- Includes residential component



Source: "How to Create Village and Community Centers on Albuquerque's West

Why is it DESIRABLE?

- Provides easy pedestrian access through the site
- Places a significant amount of buildings fronting the street, providing better pedestrian accessibility
- Incorporates significant open space if 2-story buildings are used
- Allows for more rainwater absorption if 2-story buildings are used

While Community Activity Centers are more likely to have larger stores and community facilities, both types of centers can accommodate facilities such as:

- A school that is a community center in the evenings, weekends, and summers
- Religious institutions
- Shopping that meets local needs
- Medical and/or other offices
- Parks and other recreational facilities
- Public spaces where the community can gather
- Public library or a center for seniors, other adults and children

Smaller sites, outside activity centers can provide stores with drive-up windows, car washes, and gas stations. These types of uses should not be located in mixed-use centers that are designed for walking from one shop or service to another.

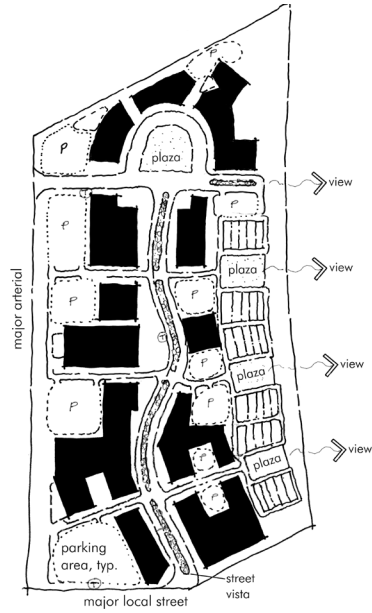
Community Activity Centers are usually between 30 and 60 acres. They are intended to provide a cluster of stores, offices, medical services, day care, entertainment, higher-density residences, and/or institutions like schools, libraries, community centers, and intergenerational centers for people living within a radius of up to three miles. Community Activity centers are prime locations for transit hubs because they serve

concentrations of residents, employees, shoppers, and people accessing entertainment.

Neighborhood Activity Centers may range from approximately 5 to 15 acres. They should be easily accessible destinations for nearby residents and others, making it possible for nearby residents to access local services within a one-quarter to half-mile walk. Southwest Albuquerque has the potential to support a number of Neighborhood Activity Centers.



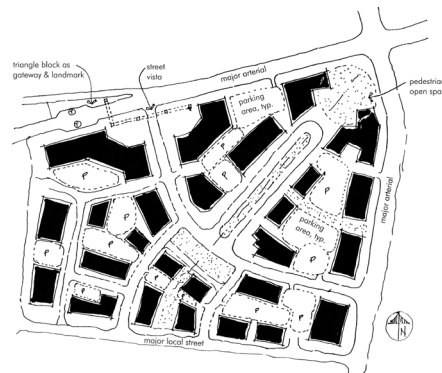
Example of a neighborhood activity center (Courtesy: Dan Burden.)



Other desirable layouts for possible activity centers in the Southwest Albuquerque (Source: "How to Create Village & Community Centers on Albuquerque's West Side," Draft, February 1999)



Examples of Community Activity Centers (Images courtesy of Dan Burden and Studio Southwest Architects.)



Issues, Obstacles and Opportunities

Existing Residential Subdivision Development

Continuing the existing dominant Southwest Albuquerque development pattern will not result in a sustainable community that ages well to support residents of all ages and abilities. Most residential subdivisions are comprised of one repeated housing type (usually detached single-family homes offered in a very narrow range of prices, sizes, and architectural styles). Perimeter walls enclose most subdivisions, separating each homogeneous residential area from the one adjacent and from existing and potential local destinations.

This monotonous Southwest Albuquerque development pattern is not prohibited by current development regulations. Developers are guided primarily by regulations in the Subdivision Ordinance, City of Albuquerque Comprehensive City Zoning Code, and Development Process Manual (DPM). Zoning regulations in the Rio Bravo, Tower/Unser, and West Route 66 sector development plans also guide development in parts of Southwest Albuquerque. Most of these zoning categories allow several different sizes and types of residential buildings, but developers generally choose one type and repeat it throughout a subdivision. West Side Strategic Plan policies suggesting a more diverse pattern are ignored.

In Southwest Albuquerque, the prevalent use has been the small, detached single-family house on a small lot. Although Comprehensive City Zoning Code R-LT, R-T, and R-2 zones allow the development of a variety of housing types, they do not require variety or limits to the repetition of one use. The Zoning Code also places no limit on the size of an area that can be designated as one zoning district. The Subdivision Ordinance and Zoning Code are both silent on lot size variation per subdivision.

Existing Neighborhood Services

Although the Southwest Albuquerque population has grown, major retailers and employers have failed to locate in the area until very recently. While commercially zoned property exists adjacent to developed residential subdivisions, these lands have remained vacant while housing development has grown around them. The few developed Southwest Albuquerque service areas are designed only for easy automobile access.

There is currently no mixed-use zoning category available in the Comprehensive City Zoning Code or the three Southwest sector plans to support neighborhood or community activity centers that are multiple-use service areas.



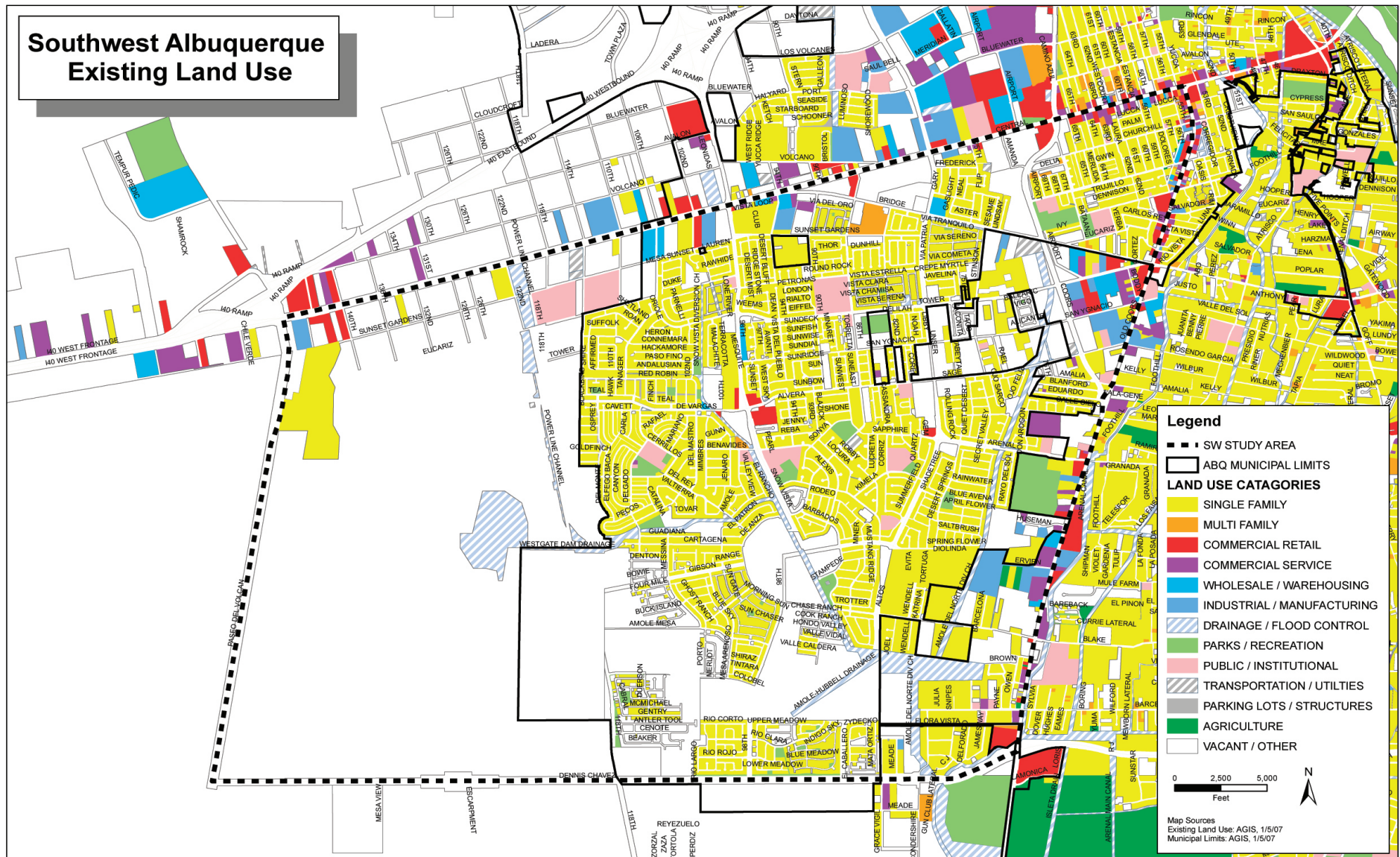
New development in the Southwest Heights lacks variety. Most subdivisions tend to have a single type of house and design.

Development Opportunities

After years of a nearly complete lack of local services in Southwest Albuquerque, some new commercial development began and stores opened between 2005-2007. The “Southwest Albuquerque Commercial District Retail Plan,” completed by the Gibbs Planning Group in February 2006, found that the area will support approximately 1,500,000 square feet of total retail development when it is built out. Most of this shopping should be concentrated in Community and Neighborhood Activity Centers. Retail is an important part of activity centers, but it is only one element. A mixture of uses is required to transform this area from a collection of isolated residential subdivisions into a well-rounded community. See Appendix B to review the entire Gibbs Report.

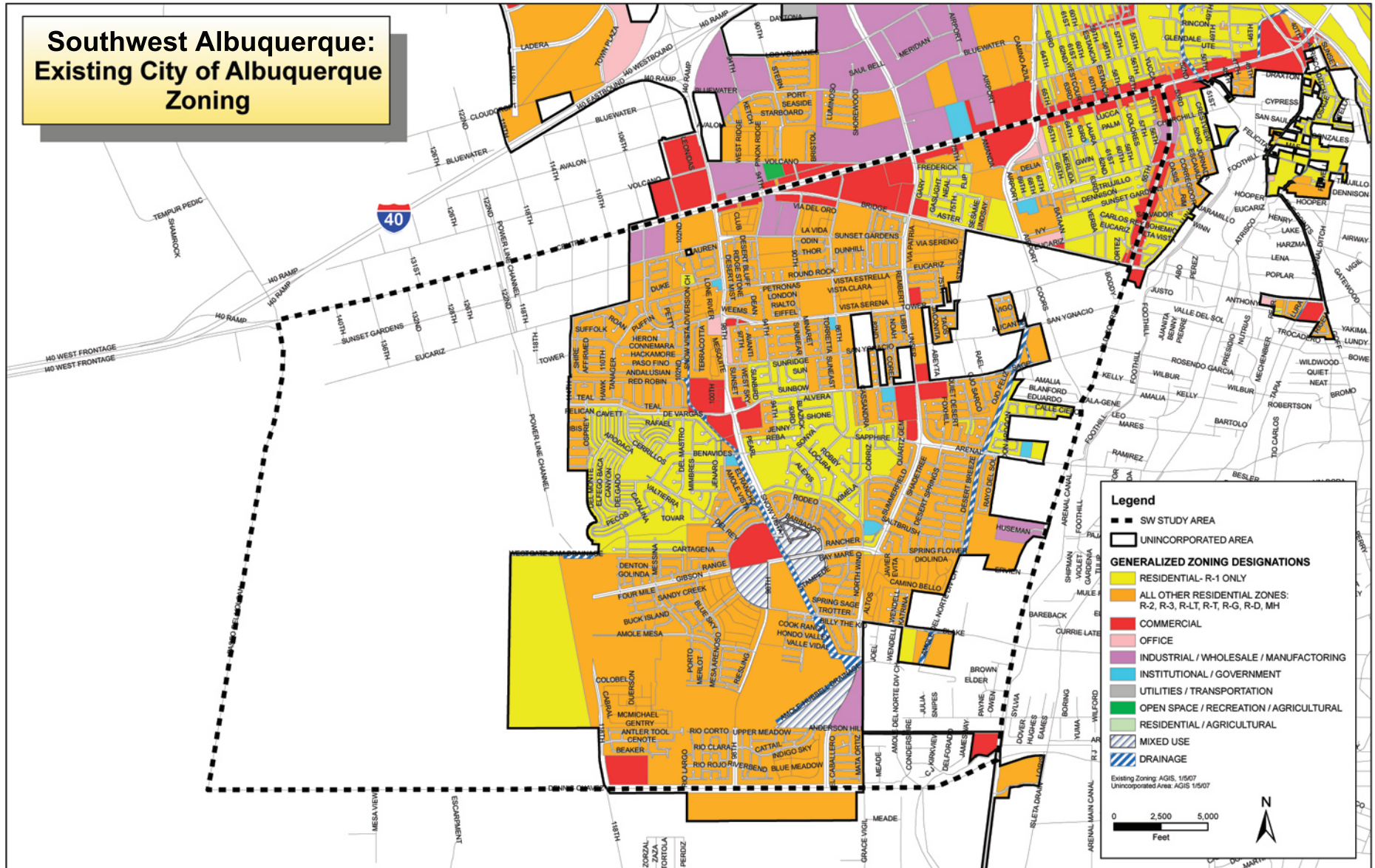
Existing Land Use

The current zoning and land use maps on the following pages show opportunity areas for completing partially developed portions of Southwest Albuquerque through infill development, and additional opportunities for guiding positive development in undeveloped portions if sufficient policies and regulations are provided.



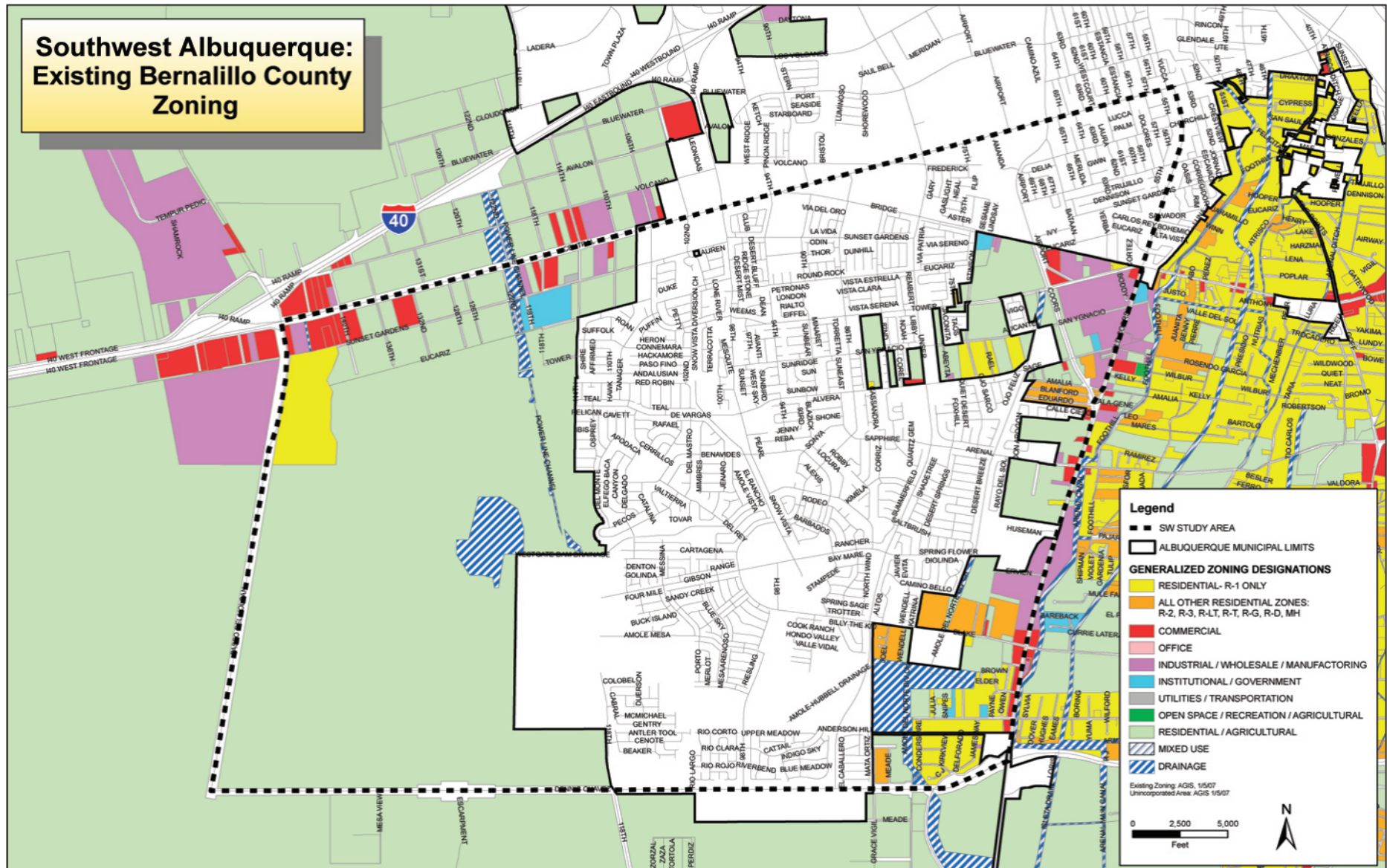
Existing City of Albuquerque Zoning

The map below shows generalized zoning for portions of Southwest Albuquerque within City limits. Zoning for unincorporated portions of the County is shown on the next page. There are differences between City and County zone designations with the same titles. The map shows that existing zoning allows development other than single-family detached housing.



Existing Bernalillo County Zoning

The map below shows generalized zoning for the unincorporated parts of Southwest Albuquerque. Most of the area is zoned A-1, allowing one-acre lot development. This zone is generally considered a holding zone for future development.



Proposed Strategies

- **Amend ordinances, area plans, and sector development plans to guide the creation of complete communities and neighborhoods.**
- **Designate a network of activity centers.**
- **Initiate activity center development.**

Strategy: Amend Ordinances and Plans

(See Chapter 3 for the recommended text of some of the following suggested amendments.)

1. Amend the West Side Strategic Plan, and relevant sector development plans to designate new and revised Southwest Albuquerque Activity Center locations and boundaries.
2. Amend the West Side Strategic Plan to include policies that encourage the design of pedestrian-oriented Activity Centers.
3. Amend the West Side Strategic Plan to include policies that promote higher-density residential development in Activity Center areas.
4. Amend the West Side Strategic Plan to use revised community and neighborhood templates as recommendations for good design.
5. Amend the West Side Strategic Plan to support co-location of different land uses, including residential uses, commercial uses, and public facilities in Activity Centers and promote accessibility.
6. Amend the City Comprehensive Zoning Code to add two new zoning districts: the Community Activity Center Zone (CAC) and Neighborhood Activity Center Zone (NAC) Center. The zoning districts will require:
 - A mixture of uses including commercial and multi-family residential to help economically support the center
 - Higher-density residential development to supplement the currently available housing and promote a variety of housing types
 - Design that promotes mass transit, bicycle, and pedestrian use in addition to motor vehicles
7. Amend the three Southwest Albuquerque sector development plans by listing the new Community Activity Center (CAC) and Neighborhood Activity Center (NAC) zoning districts so that the zones may be applied in areas governed by sector plans.
8. Amend the City of Albuquerque Comprehensive Zoning Code to place spatial limits on repeating either small lots with single-family detached housing or any other housing type.

Initiate the following actions after Action Plan Adoption.

9. Amend the Albuquerque/Bernalillo County Comprehensive Plan to designate new and revised Activity Center locations that encourage pedestrian-oriented design.
10. Amend the Comprehensive Plan to encourage the development of complete neighborhoods.
11. Draft legislation to require master plans for complete neighborhoods for developments above a minimum size.
12. Develop complete design standards for Southwest Albuquerque development as recommended in Policy 4.6 of the West Side Strategic Plan.

Amendments for consideration by Bernalillo County

Bernalillo County may consider amendment of the Southwest Area Plan to support the same standards for complete development in unincorporated areas of the Southwest and adoption of West Side Strategic Plan amendments.

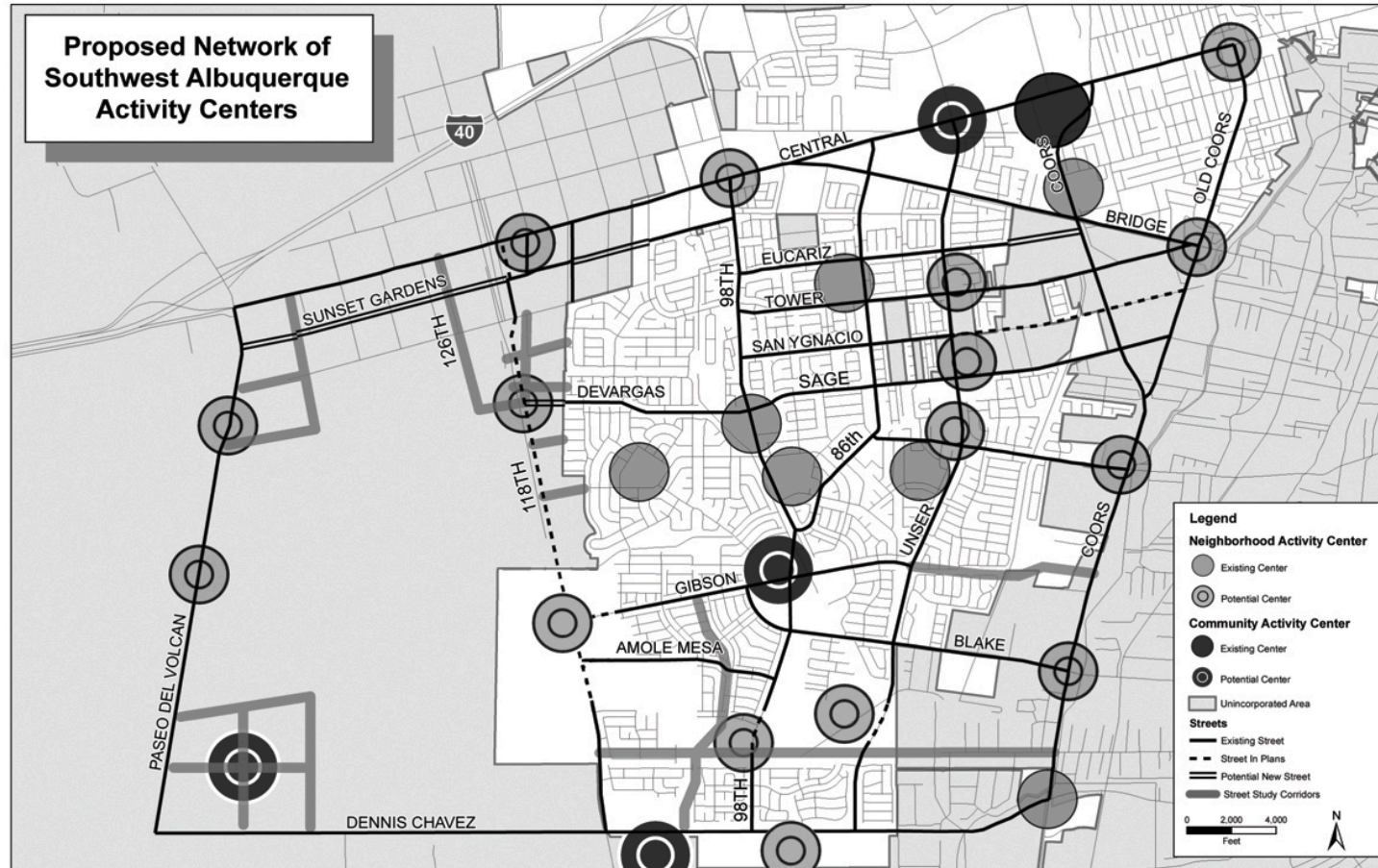
Strategy: Designate a Network of Activity Centers

Information from interviews, meetings, design workshops, and focus groups, coupled with further demographic, transportation and development analysis, contributed to the proposed network of community and neighborhood activity centers. The map shows where community or neighborhood activities exist or are appropriate for development. Some are already designated as centers in the West Side Strategic Plan and others are not.

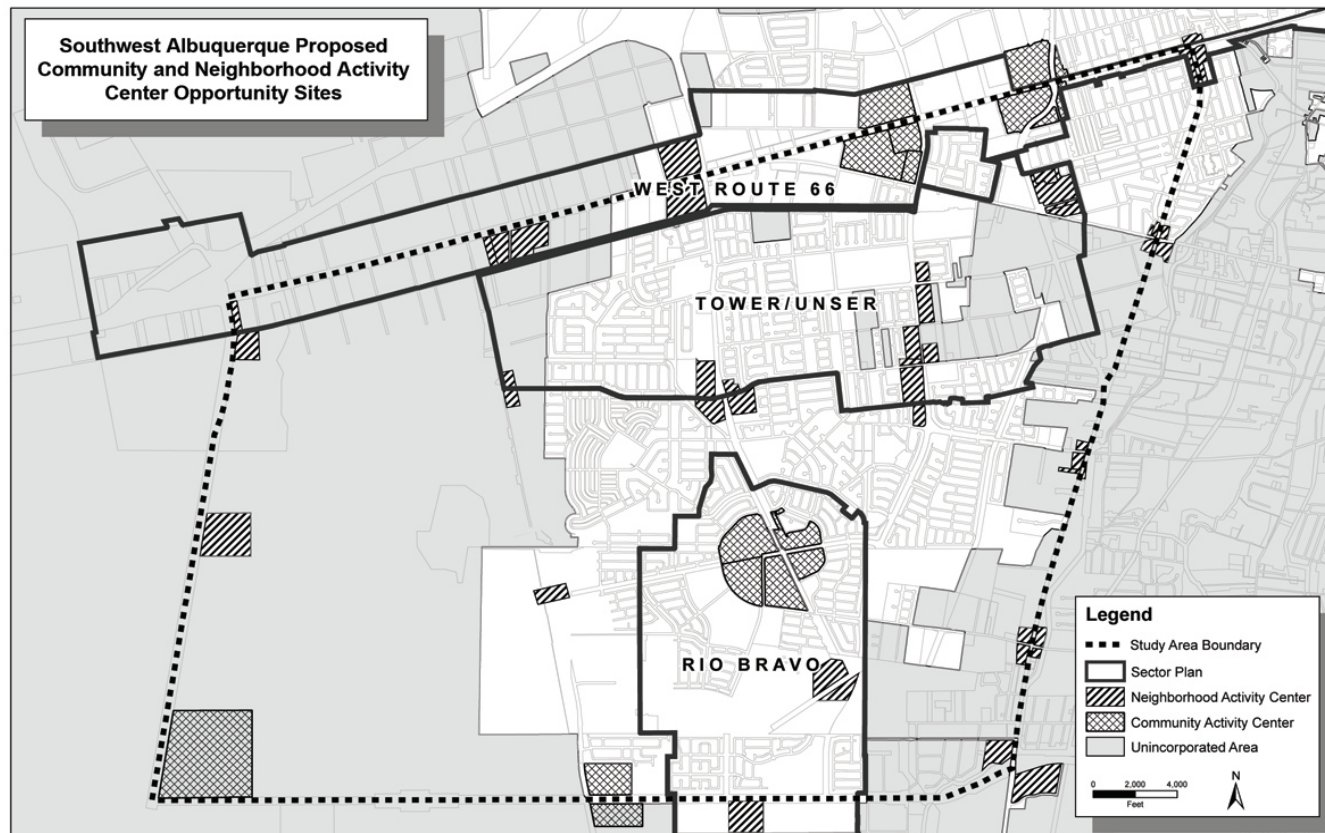
The West Side Strategic Plan designates the following activity centers.

Some of these areas have some retail or other community or neighborhood services. Others are vacant or under-developed.

- Central/Coors Community Activity Center
- Central/Unser Community Activity Center
- 98th/Gibson Community Activity Center
- 98th/Sage/DeVargas (Westgate Heights) Neighborhood Activity Center
- 98th/Central Neighborhood Activity Center
- Unser/Sage Neighborhood Activity Center
- Bridge/Old Coors Neighborhood Activity Center
- Dennis Chavez/ Coors (Rio Bravo 1) Neighborhood Activity Center
- Dennis Chavez/98th (Rio Bravo 2) Neighborhood Activity Center



1. Amend some of the existing boundaries for West Side Strategic Plan designated activity centers.
2. Designate the following areas as activity centers in the West Side Strategic Plan. They are located well to help form a network of activity centers. Some have commercial zoning. Some have existing community or neighborhood services. Some are located close to existing residential development, are likely to be developed soon and should contain mixed-use development to serve the area well.
 - . 118th/Dennis Chavez Community Activity Center
 - . Old Coors/Central Neighborhood Activity Center
 - . Coors/Bridge Neighborhood Activity Center
 - . Coors/Arenal Neighborhood Activity Center
 - . Coors/Blake Neighborhood Activity Center
 - . Unser/Tower Neighborhood Activity Center
 - . Unser/Sapphire Neighborhood Activity Center
 - . Unser/Amole-Hubbell Drainage Neighborhood Activity Center
 - . Corriz/Kimela Neighborhood Activity Center to the west of Unser and south of Sapphire
 - . 86th/Tower Neighborhood Activity Center
 - . 98th/Benavides Neighborhood Activity Center
 - . 98th/north of Rio Corto Neighborhood Activity Center
3. Consider designating the following activity centers. These locations are in areas that have little or no development and are primarily outside City limits in the western portion of Southwest Albuquerque. Long-term planning is recommended for centers in locations approximating those described below if and when residential development is planned. Planning for these Activity Centers will contribute to complete neighborhood development.



Some of the proposed Southwest Activity Centers are located in Bernalillo County outside of the Albuquerque City limits. County government action is necessary to designate and zone these Activity Centers.

- . Paseo del Volcan/Dennis Chavez Community Activity Center
 - . 118th/Central Neighborhood Activity Center
 - . 118th/DeVargas Neighborhood Activity Center
 - . 118th/near or at Gibson Neighborhood Activity Center
 - . Paseo del Volcan/Mid Area Neighborhood Activity Center
 - . Paseo del Volcan/North Area Neighborhood Activity Center
4. Developers may initiate zone map amendments after the adoption of the Strategic Action Plan and Zoning Code amendment to include the new activity center zoning districts. It is recommended that after Strategic Action Plan adoption, the City initiate zone map amendments for the city-owned land at Central and Unser and other priority activity center sites. These separate actions will require public hearings.

Strategy: Initiate Activity Center Development

1. Plan and develop a portion of the proposed Community Activity Center at Central and Unser through Metropolitan Redevelopment action. The site is on a designated transit corridor, close to a large population and potential market, and is already being used as the turn-around for the Route 66 Rapid Ride. Planning for this center should incorporate the Southwest Albuquerque Strategic Action Plan vision, goals, Community Activity Center designation, and zoning.
2. Selectively rezone designated activity center sites in southwest Albuquerque. Encourage adoption of the same or similar activity center zones in the Bernalillo County Zoning Code.

Goal 2. Provide Convenient Public Services

Future Vision

Key Concepts

Plan ahead to provide the full spectrum of public services necessary for a complete community: Libraries - Intergenerational centers - Schools that are community centers in the evenings, weekends and summers - Medical services - Tourist-quality destinations - Public art

Concentrate highly visible public services in Neighborhood and Community Activity Centers

Every community deserves high-quality public services and facilities located conveniently to serve multiple needs. Activity centers are good places to locate them. To meet facility and service needs:

- Acquire land at convenient neighborhood-serving sites
- Anticipate the need for facilities as areas develop and apply for capital funds
- Recognize and plan for current and long-range community needs

Issues, Obstacles and Opportunities

Public Service Provision Lags

Southwest Albuquerque lacks a sufficient number of libraries, schools, convenient health care facilities, and centers for youth, seniors and other adults. Housing in Southwest Albuquerque is being built very quickly with little public planning for public facility location.

Some Well-Located Vacant Sites

The Existing Land Use Map shows some existing vacant land and the map on page 2-14 shows opportunity sites for activity center development. The northeast corner of Unser and Central is a metropolitan redevelopment site that could accommodate a library, community college or other public service. The new high school site plan for the area just south of Dennis Chavez Boulevard on 118th Street has a reserved space for future public service development.

As residential development continues, land for public facilities needs to be acquired. The considerable funds to acquire land, construct facilities and run programs need to be secured and provided in a consistent, phased manner that keeps up with residential development.

Age Appropriate Services

Most residents in the newer portions of Southwest Albuquerque are members of young families. The more established southwest neighborhoods, Alamosa and parts of Westgate, house people of all ages. As new housing types are developed, a larger number of mature residents will start to move in. Services and facilities should be geared to the needs of current residents but be designed to accommodate the entire community as the community becomes more diverse.

Existing Services are in Obscure Locations

Alamosa Multi-Purpose Center contains medical services, a community center, library, and meeting rooms, but is not visible from a major public street. It has public bus service, but is located so that walking to it is extremely difficult. Westgate Community Center and Westgate Library are both located deep in the Westgate neighborhood on residential streets and are not easily reached by bus.

Placing public services in highly visible locations that can be easily reached by all modes of transportation will improve usage. The public library system reports that libraries located along busy streets tend to be more heavily used than libraries tucked back in less visible places. Concentrating facilities in proximity to schools, shops, and offices allows people to save time and energy. Combined sites make reliable transit service feasible.



Alamosa Multi-service Center is a multi-purpose facility that houses medical facilities, a library, meeting rooms, computer room, exercise room, with a child development center and skate park also on the site. It attempts to meet many community needs but cannot accommodate all of the facility requirements for the entire Southwest Albuquerque area.

Proposed Strategies

- **Plan service locations before and while development is occurring. Plan for long-range population changes.**
- **Program capital funding to acquire land, plan, and build facilities.**
- **Develop facility service and distribution standards.**

Strategy: Plan Service Locations

1. Develop a Southwest Albuquerque public service facilities plan that uses neighborhood and community activity centers.
2. Acquire land to meet current and anticipated construction needs for new libraries, community centers, and other service facilities.
 - Where possible, locate new sites in or near activity centers for convenience, efficiency, and to enhance the overall success of the activity centers. For libraries or intergenerational centers, select locations at major street intersections to promote convenience, visibility and transit opportunities.
 - Facilitate City inter-departmental and inter-agency cooperation to co-locate several types of community facilities. Future schools may be on sites that serve the entire community. These sites can include schools, libraries, parks, health facilities, and public meeting areas that can serve multiple needs while operating independently to ensure the safety of citizens and staff.
 - Explore the feasibility of starting programs for developers that allow them to dedicate land for community facilities in exchange for development incentives.

Strategy: Program Capital Funding to Acquire Land, Plan, and Build Facilities

(Specific recommendations are presented in Chapter 3.)

1. For Libraries:
 - Build at least one new 30,000 square foot library within a Southwest Albuquerque activity center.
 - Expand and/or replace the existing Westgate and Alamosa libraries to provide better service in more visible locations.
2. For Community Centers and Programs:
 - Fund exercise equipment at the Westgate Community Center to serve residents of all ages. Develop a site and facility master plan to determine whether the facility can be expanded or whether a new site is required for long-term development.
 - Expand the Westgate Community Center to include a mini-gym that serves residents of all ages.
 - Construct an intergenerational community center in the southern portion of the study area.

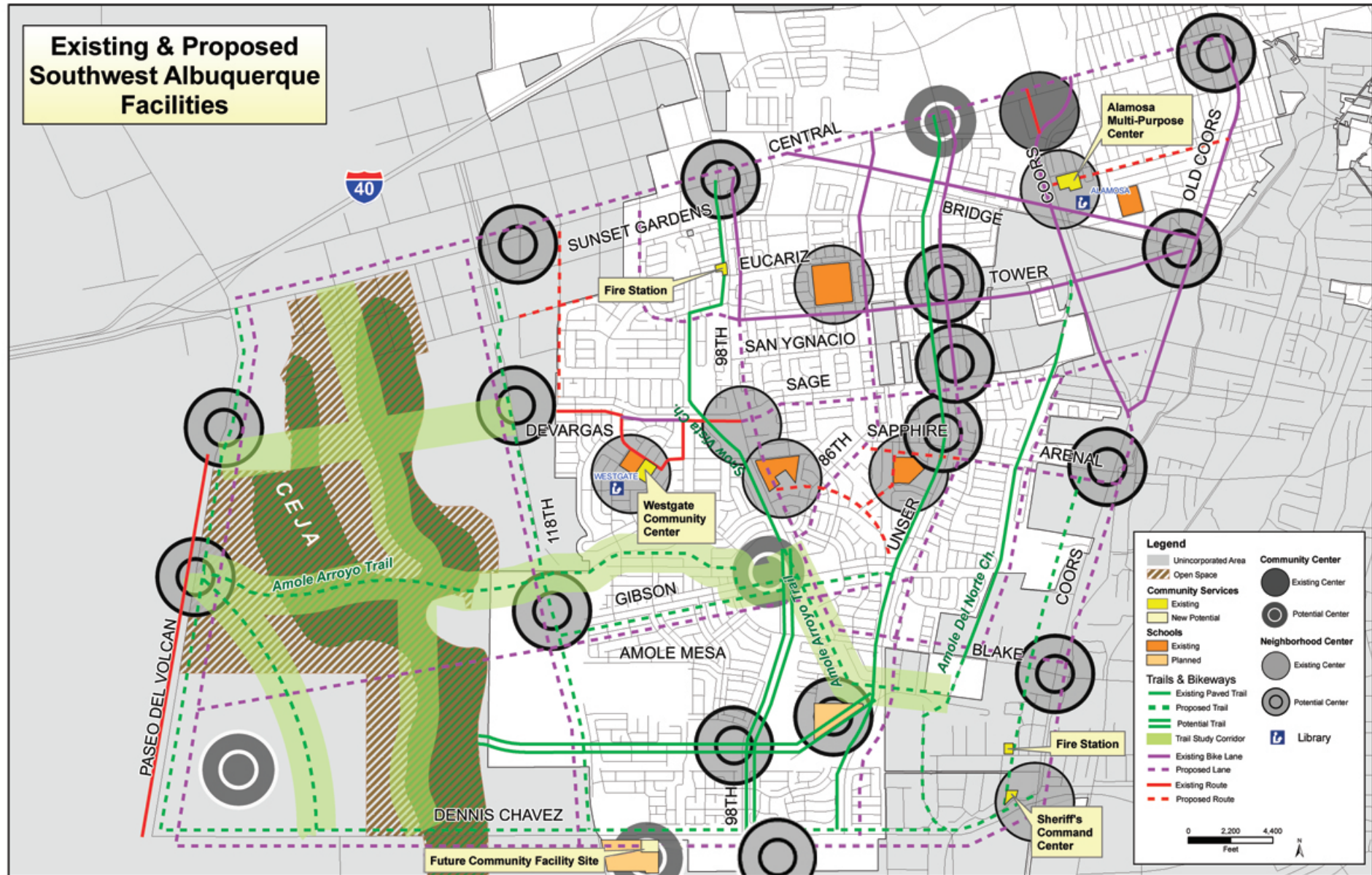
3. For Senior Services and Programs:
 - . Provide van service for meals and activities at Los Volcanes Senior Center. Provide van service to other South Valley meal sites.
 - . Start a senior meal-site program at Westgate Community Center.
 - . Purchase furniture and kitchen equipment for meal preparation and client comfort.
 - . Buy a van to transport seniors to the meal site.

Strategy: Develop Facility Service and Distribution Standards

1. Develop facility service and location standards for all libraries, youth facilities, senior facilities and other adult facilities to guide performance, design and capital expenditures for facilities throughout the City. Standards should be flexible, recognizing variations in residents' ages and interests. Strive for high-quality facilities that are flexibly designed to accommodate changing community profiles.
2. For Senior Services, monitor increases in the senior population over the next ten years. If senior populations are adequate, either construct a senior center to serve the area or integrate a full senior program into a multi-generational center.
3. Plan, program, and fund public uses for land that APS is setting aside at the new southwest high school site at Senator Dennis Chavez Boulevard and 118th Street.

Existing and Proposed Community Facilities

The map below illustrates locations of existing, planned and potential community facilities, superimposed on the proposed activity center network. The activity centers are logical places to locate future facilities.



Goal 3. Plan and Build a Complete Interconnected System of Public Parks, Trails and Open Space

Future Vision

Key Concept

A network of conveniently located public parks, trails, and open space for all Southwest Albuquerque residents

A Network of Public Parks, Trails and Open Space

Accessible public parks, trails and open space are intrinsic parts of a complete community. In communities where residential lots are too small to provide play areas, nearby parks with playgrounds, family picnic areas and play fields are particularly important. Trails provide pathways for exercise and routes to school or work. When tied to Community and Neighborhood Activity Centers, they are a means to reach stores and services. Open space serves as the community's "lungs," the places people can go for hikes or relief from everyday life.

Large, small, passive, and active parks serve the City of Albuquerque. After 2000, the City began building bigger, multi-purpose parks that are not within walking distance of most residents. That period coincides with the Southwest Albuquerque housing construction boom.

Residents are most likely to use parks, a playground or other outdoor gathering space within a five to ten-minute walk from their homes. Parks and trails located near schools, community centers and activity centers are easy to use. Open space located within and near the community will provide visual relief and an easy connection to nature.

Issues, Obstacles and Opportunities

Parks

Most of the older established southwest neighborhoods contain parks. Additional parks are gradually being built in newer neighborhoods, but many new parts of Southwest Albuquerque lack both conveniently located undeveloped parkland and developed parks. When parkland remains undeveloped for a long time it sometimes attracts anti-social behavior that can contribute to neighborhood disinvestment.

Current City park inventories indicate that the total acreage acquired for parks in Southwest Albuquerque is approximately 120 acres. Using the City's standard of 2.6 acres of parkland for 1,000 people, the area would need a total of 172 acres of parks by 2025, over 50 additional acres above the current inventory. Because a significant portion of park acreage is for larger parks, the distribution of existing and planned parks will not allow many young families to safely walk or bicycle to them from their homes.

Park development lags behind residential construction. In family-oriented subdivisions of relatively dense single-family houses, children have little outdoor recreation space. A few Southwest Albuquerque developers have built small parks and trails within subdivisions. To ensure appropriate public or private park maintenance, it is important to ensure that park design and construction are consistent with City standards.



Trails

The built portions of the Southwest Albuquerque recreational trail system are parts of various road and storm drainage projects. Few connections have been programmed, funded, and built to create a network that will promote recreation and commuter trail use. Very little public funding has been used in the Southwest to build a complete trail network.

Open Space

No City Public Open Space has been acquired in Southwest Albuquerque, although a portion of the Ceja, a landform consisting of a double ridge of highly sloped sand hills overlooking Southwest Albuquerque, west of 118th Street has been identified as a major parcel for open space acquisition. Preservation of the Ceja as open space has been emphasized by community members and is mentioned in adopted plans.

The Albuquerque/Bernalillo County Comprehensive Plan shows an indistinct outline of the Ceja as proposed City Open Space. The Southwest Area Plan calls for only a 500-foot wide strip of the Ceja to be maintained as open space through development density transfers. The Area Plan also indicates that the Ceja is to be kept free of septic tanks and storm water detention or retention ponds. City capital project recommendation lists indicate that funding should be proposed in future years. Recent



City funding for public open space acquisition has targeted other areas experiencing high growth pressure, such as Northwest Albuquerque.

A development company, SunCal purchased the Ceja in 2006 as part of its acquisition of Westland property. Securing the Ceja is the key to creation of an open space network for Southwest Albuquerque. As development rapidly expands to the west, the Ceja could provide visual relief, an area for hiking, and a wildlife habitat.

Proposed Ceja open space is indicated on the map on the following page. The potential open space boundaries were estimated with the help of the City and County Open Space Divisions. Road access through the Ceja should be limited in order to preserve the habitat and visual quality of this special area.

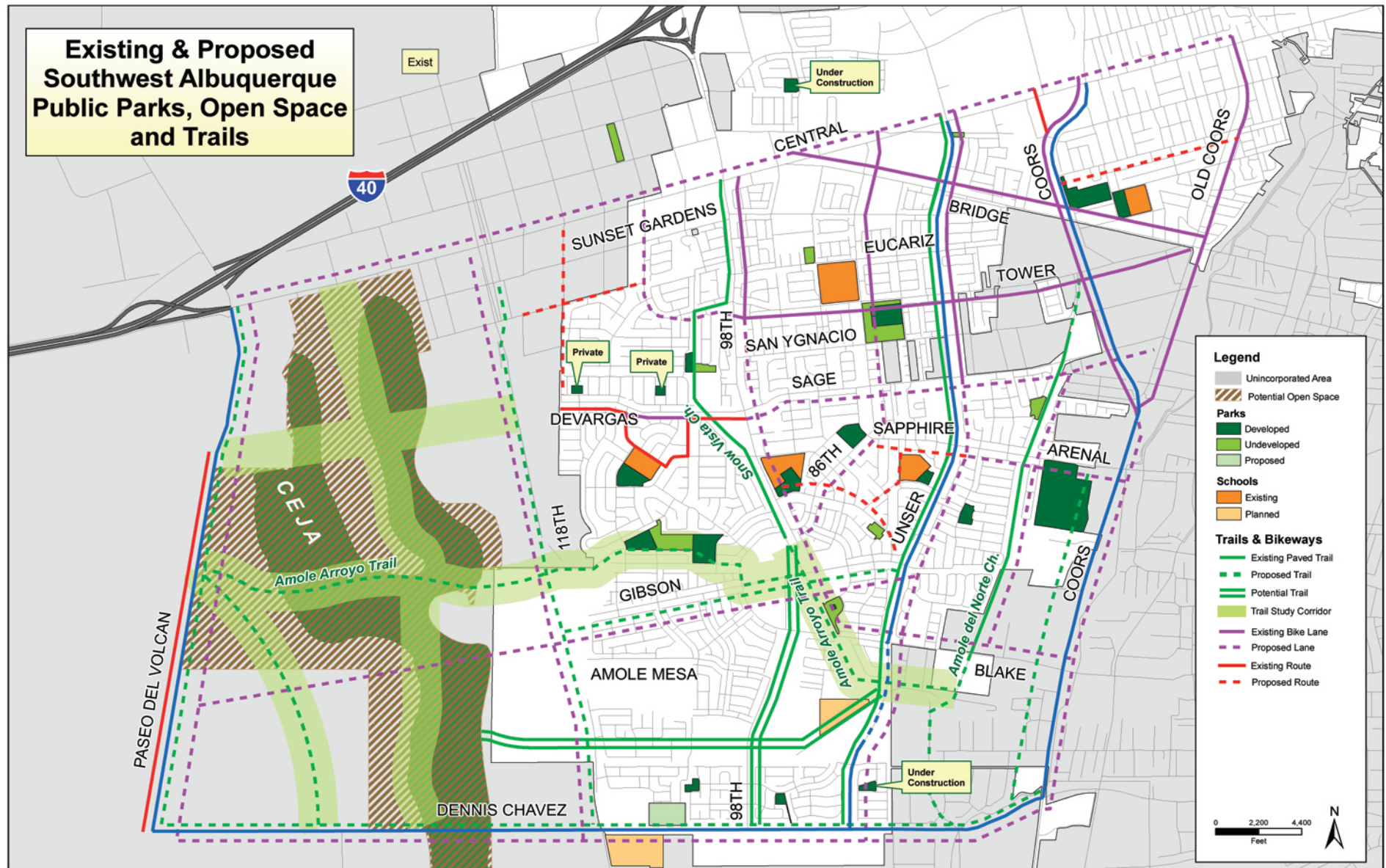
The Ceja's location at the western edge of the study area and southernmost end of the West Mesa Escarpment gives it additional significance as a beginning point for trail connections that can be built through the study area along arroyos and eventually, through the South Valley to the Rio Grande.



The Ceja

Existing and Proposed Public Parks, Open Space and Trails

This map shows the existing and proposed parks, open space and trails for Southwest Albuquerque. Existing and proposed activity centers underlay the recreation sites as a guide to long-range planning for acquisition that considers inter-connectivity.



Proposed Strategies

- **Expand existing parks and construct new parks.**
- **Complete the Trails Network.**
- **Acquire the Ceja for Public Open Space.**

Strategy: Expand Existing Parks and Construct New Parks

Over the next ten years, purchase parkland close to existing and proposed neighborhoods. Where possible, acquire land prior to subdivision development to ensure good locations that conveniently serve the largest numbers of residents. Consistently program capital funding to meet the community need for parks. Build parks of various sizes and types.

1. Fund and schedule park construction where land is already acquired.
2. In areas without parks, fund land acquisition, particularly in the western and southern portions of the study area.
3. Identify specific sites appropriate for parkland acquisition that will co-locate parks with the trail system and on-street bicycle facilities.
4. Ensure that privately built parks meet City location, design, and construction standards.

Strategy: Complete the Trails Network

Fund, design, and build future trails projects to extend segments of incomplete trails and construct new trails to form a complete trails network. Program capital funding to build trails.

1. Identify and prioritize specific trail corridor segments for acquisition, based on existing studies, locations of activity centers and other community facilities.
2. Design and build additional trails and trail segments to create a network that links neighborhoods with activity centers and Public Open Space.

3. Connect trails from the Ceja through Southwest Albuquerque and eventually, to the Rio Grande.
4. Program funding for trail construction through the Metropolitan Transportation Plan and City Capital Implementation Program.

Strategy: Acquire the Ceja for Public Open Space

Create distinct edges to urban development with Public Open Space. Create linkages to Open Space through neighborhoods and activity centers. Acquire precious open space before development continues moving westward without existing commitments for its acquisition.

1. Program funding to acquire the Ceja as a Major Public Open Space resource for Southwest Albuquerque.
2. Identify the exact Ceja land parcel for acquisition, develop a preliminary development master plan, negotiate with SunCal regarding acquisition of the land, and commit to a City and/or County timeframe for funding.
3. Acquire the Ceja.
4. Construct some trails for the Ceja that enable low-impact use, but preserve the landforms, habitat and visual quality. Limit road access.
5. Identify additional open space parcels for acquisition and program the funding in the Capital Improvement Decade Plan.

Goal 4. Increase and Improve Retail and Commercial Services

Future Vision

Key Concepts

Shopping to meet most community needs in conveniently located and easily accessed activity centers

Revitalized commercial services in older areas

Issues, Obstacles and Opportunities

During the development of the Action Plan, residents of Southwest Albuquerque had few nearby shopping and commercial service options. Some small stores were located in older commercial strips or individual sites along Old Coors, Central, 98th Street, and a few other isolated locations.

Residential construction often precedes retail and commercial services by many years, requiring local residents to travel long distances for basic shopping. New businesses are developed when commercial developers consider the local population large enough to financially support local and national retail stores. The research conducted by Bob Gibbs, national retail planner, indicates that Southwest Albuquerque can support more retail and commercial services. For more information, see Appendix B.

Some older existing shops need repair and updating, but some of the services and retail goods provided in them are special and should be encouraged to remain in the area. The businesses are locally owned and/or offer ethnic specialties important to Southwest Albuquerque residents. Some of these types of stores are not found elsewhere in Albuquerque. Continued building deterioration must be corrected before it negatively affects surrounding neighborhoods, but care must be taken not to displace small businesses. The commercial areas along Central Avenue and Old Coors have been designated as Metropolitan Redevelopment Areas. The shops within these areas could benefit from public programs.



Change is underway. In 2006-7, local developers and national retailers began to recognize Southwest Albuquerque's potential as a retail market. A development containing a specialty grocery store and other shops and another containing a larger all-purpose grocery store, bank and other shops were built on the northeast and southeast corners of the Sage/98th Street intersection. This location and mixture of uses is intended to serve nearby neighborhoods and others, but access to it was still restricted from the south because streets were incomplete. The sites could have been designed better for walking and bicycle access.



Other shopping centers are planned for 98th and Central. The locations of these new developments will serve many people once streets are finished. However, building orientation to the street and inclusion of drive-through businesses in these centers does not encourage walking or bicycling from adjacent neighborhoods.

Planning Guidelines for Commercial Development

Retail consultant Bob Gibbs provided the following basic planning guidelines for commercial development in Southwest Albuquerque:

- Locate major retail at major intersections.
- Build streets with traffic calming built in to support walking.
- Provide on-street parking in commercial areas.
- Place a majority of buildings along sidewalks and street frontage.
- Encourage mixed land uses and multi-floor buildings.
- Require maximum storefront windows along first floors.
- Improve sign design to exceed existing City standards.
- Require enhanced landscaping.
- Improve site development approval process for quality centers.
- Plan retail centers for the future.

Some, but not all new activity centers should contain a retail element. This recommendation is discussed in the Southwest Albuquerque Commercial District Retail Plan (February 2006) and the Southwest Albuquerque Charrette Report (April 2006) located in Appendices B and C. Southwest Albuquerque can support the following types of retailers:

- **Community Retail** could include large retailers serving Southwest Albuquerque and other areas of the City. An example might include a discount department store or home improvement store combined with smaller adjacent shops.
- **Neighborhood Retail** could include a selection of retail shops attracting shoppers from both adjacent neighborhoods and from a larger driving area. An example might be a shopping center including a supermarket, bank, pharmacy and small shops offering commercial services like shoe repair and dry cleaning.
- **Convenience Retail** might be a small center with a variety of basic retail. An example might be a center with a laundromat, small grocer, and coffee shop. These should be located where an underserved area has insufficient land to build a larger neighborhood activity center.

- **Corner Stores** are small shops serving basic needs for an immediate neighborhood. They are indicated on the adjacent map with red dots to show a distribution throughout the area. They must be located on collector streets to be economically sustainable and should be located where there is not land sufficient to serve the area with convenience retail or a neighborhood activity center.
- **Auto-oriented businesses** should be located outside activity centers because they create unsafe conditions for people on foot or bicycles. They include commercial drive-through services, fueling stations, car washes and other similar uses. They can be accommodated in some locations that would be appropriate for corner stores or convenience retail.

The development of retail services in Southwest Albuquerque depends heavily on market factors. The City can play a part in encouraging more retail development by designating areas as activity centers and appropriately zoning them to allow commercial uses. Areas are designated as potential retail sites based on analysis of local needs and market considerations, but retailers may locate on only some of the potential sites.

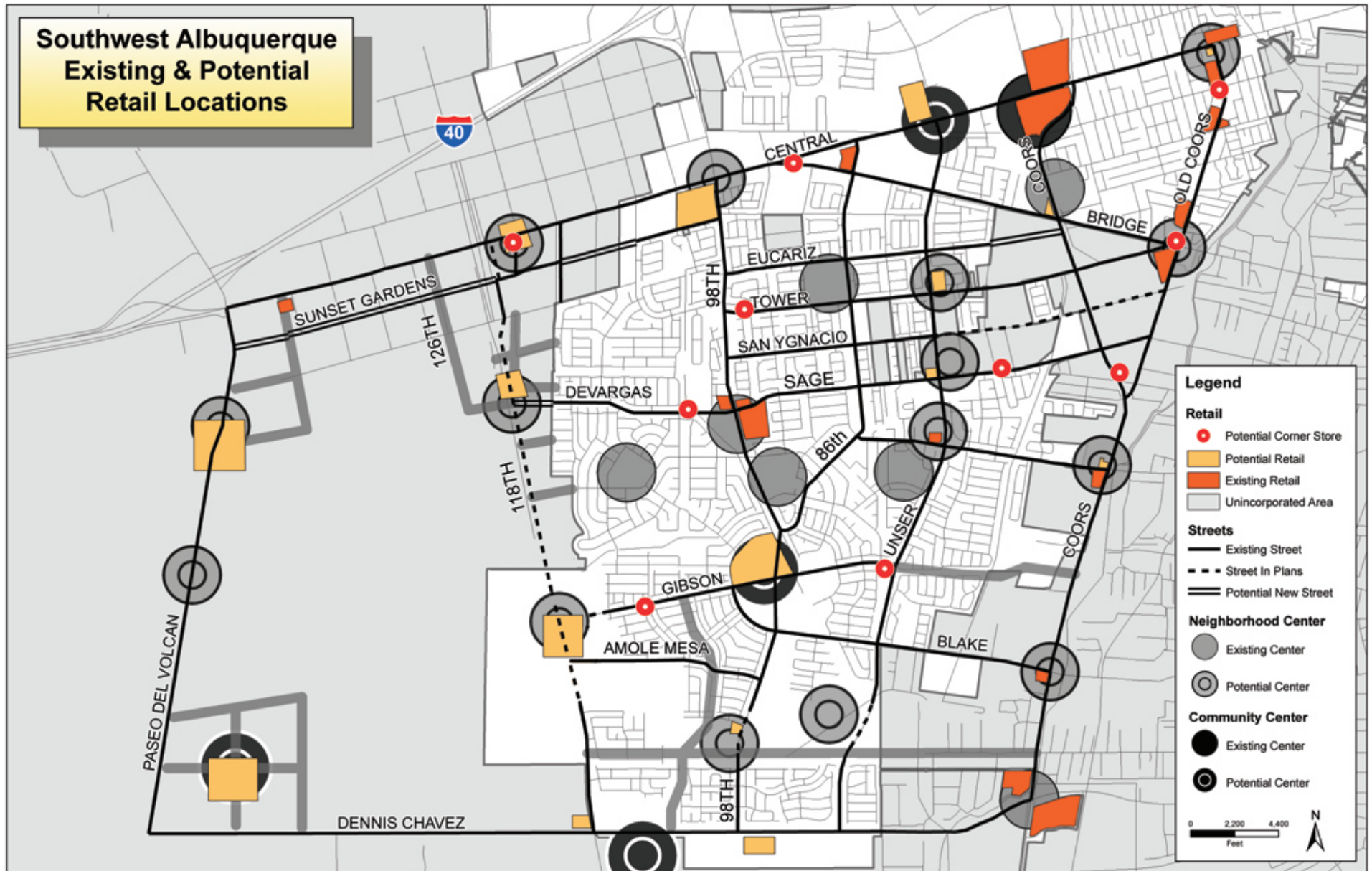
Revitalizing Central Avenue and Old Coors will help strengthen Southwest Albuquerque's sense of place and provide goods and services on easily accessible and often-traveled streets. Activity centers are designated along these corridors to encourage revitalization. Future City programs may focus on these areas.



A new convenience retail center in an older neighborhood

Existing and Potential Retail Locations

The map below illustrates both existing and potential retail locations superimposed on the network of existing and proposed activity centers. This map correlates with the maps on pages 2-10 and 2-11 that show parcels with commercial zoning.



Proposed Strategies

- Encourage new pedestrian-oriented retail services in activity centers.
- Revitalize older commercial areas.

Strategy: Encourage New Pedestrian-Oriented Retail Services in Activity Centers

- Initiate a pilot project to create a Central/Unser Activity Center.
- Rezone this area with Community Activity Center zoning to support the Metropolitan Redevelopment Division's initiative for a Community Activity Center associated with a transit transfer area.

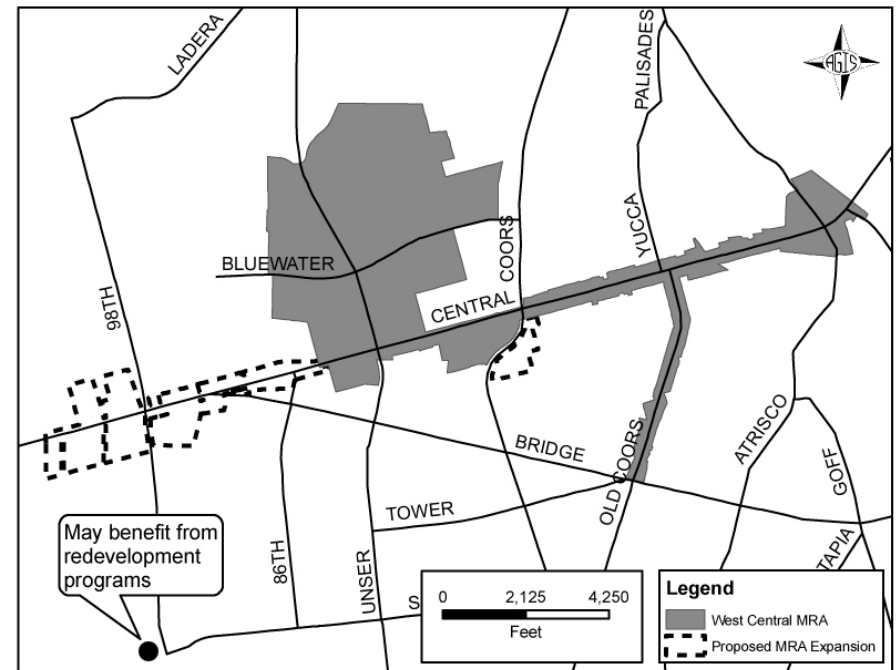
Strategy: Revitalize Older Commercial Areas

- Use some of the redevelopment and reinvestment mechanisms already in use in Albuquerque in the revitalization of West Central and Old Coors. Examples are:
 - Metropolitan Redevelopment Act
 - Tax Increment Financing (TIF)
 - Business Improvement District (BID)
 - Community Development Corporation (CDC)
 - City of Albuquerque Capital Implementation Program (CIP)
 - Legislative Funding
 - Federal Funding
 - Facade Programs

See Appendix D for more information on redevelopment tools.

- If desired by property owners, expand the boundaries of the West Central MRA Plan to the eastern side of Coors Boulevard south of Central and also along Central from the current western boundary of the Plan area west to the City limits. The map below illustrates the proposed expansion.

- If desired by property owners, designate a new Metropolitan Redevelopment Area at the northwest corner of 98th and Sage.
- Amend the West Central MRA Plan to require that its tax increment finance (TIF) monies be spent within the West Central MRA Plan boundaries. (TIF is a financial tool designed to tax increases in property value resulting from property improvements. Possible improvements include: landscape, streetscape, and parking areas.)
- Request project funding for the area from the State Legislature.
- Amend the Albuquerque/Bernalillo County Comprehensive Plan to support City assistance in the revitalization of existing businesses.
- If desired by local business and property owners, set up façade improvement programs to target businesses in the Old Coors/Central area and the 98th/Sage area.



Goal 5. Develop a Complete Multi-Modal Transportation Network

Future Vision

Key Concepts

A complete transportation network for walking, bicycling, driving, and taking public transit:

- . A network of neighborhood and community routes for walking and bicycling
- . A network of community and regional routes for bicycling and driving
- . A system of convenient and reliable public transit service to connect Southwest Albuquerque to the rest of the City and County

Improved street design that provides safety, comfort, and efficiency for walking and bicycling

A Complete Transportation Network

A complete network of streets and trails will effectively connect Southwest Albuquerque to other parts of Albuquerque and the County, will enable efficient trips within the community, and will provide direct connections from home to school, park or store. It will support community and neighborhood activity centers by safely providing access to and within them. A completely connected transportation network allows people to easily walk, bicycle, drive or take a bus.

Improved Street Design

Improved street design for traffic lanes, bicycle lanes, medians, sidewalk setback areas, sidewalks, and street intersections will improve efficiency, comfort, and safety for drivers, bicyclists, and people walking or using public transportation.

Issues, Conditions and Opportunities

The Existing Southwest Albuquerque Transportation Network

Between 1995 and 2006, the Southwest Albuquerque population grew about 80% to approximately 45,000 residents. In 2007 most of this population lived in new walled subdivisions consisting primarily of houses. This subdivision pattern continues to be built further south and west, increasing the population's daily commuting distance. Most traffic is funneled onto only a few major streets. Many of these streets were not yet completed in 2007.

Southwest Albuquerque's existing arterial and collector street network is inadequate for this growing population. In Southwest Albuquerque, street projects are generally initiated only when adjacent development occurs, leaving gaps adjacent to vacant properties. When streets are extended or widened, traffic signals are not always installed. Sidewalks, bicycle lanes, and trails are not always built and landscaping is not planted. Area population continues to rise, but needed street projects lag behind residential construction. Traffic congestion during rush hour is complicated by these street and trail deficiencies. Existing limited transit service does not offer a viable alternative to driving.

Most U.S. cities are experiencing an approximate 25% increase in traffic every ten years. More cars mean that more intersections are failing, causing traffic jams and unsafe streets. Each bicycle, pedestrian, or transit trip takes a vehicle off the street. Many communities are making streets more conducive to walking, bicycling and taking transit. They design streets to slow down traffic to reduce noise and crashes and design the street network to provide improved routes for drivers, pedestrians, and bicyclists, and improved service for transit users. **By planning, programming projects, and acquiring funds, Albuquerque can initiate these same actions.**

Although a complete street network is essential to Southwest Albuquerque, many opportunities for creating more streets are gone. Residential lots were developed where additional streets or trails would have been beneficial. The result is that traffic is funneled onto very few streets, creating traffic congestion. Because the few streets being built to accommodate heavy traffic are wide, noisy undesirable places to live, the building pattern that contributed to this street design continues to be built. House rear-yard walls face most main streets creating an unpleasant, unsafe, and inefficient walking environment.

Gibson Boulevard is a major east/west street that could have been connected to serve the area better. A needed Community Activity Center is designated at Gibson and 98th Street. Its success may depend on better street connection. Gibson currently extends from Unser Boulevard to approximately 106th Street. There is no connection from Unser to Coors. The street becomes a local street, Spring Flower Road, between Unser and the Amole del Norte Diversion Channel. The two streets crossing the Amole del Norte Diversion Channel in this area are one-mile apart - Arenal to the north and Blake to the south. If Gibson can be extended to Coors, it should terminate there to protect the rural character and historic development pattern of the South Valley should not be threatened by a continuation of Gibson. A Gibson Boulevard extension is planned from 106th to 118th, but awaits private development for completion. Any street extension west should avoid the Ceja, an important landform and designated public open space.

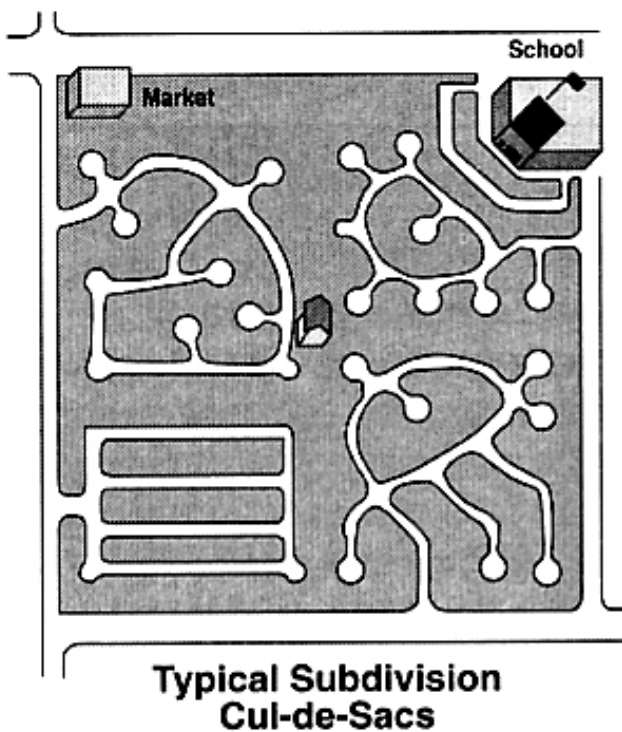


Population growth coupled with an incomplete transportation network creates congestion and continual roadwork.

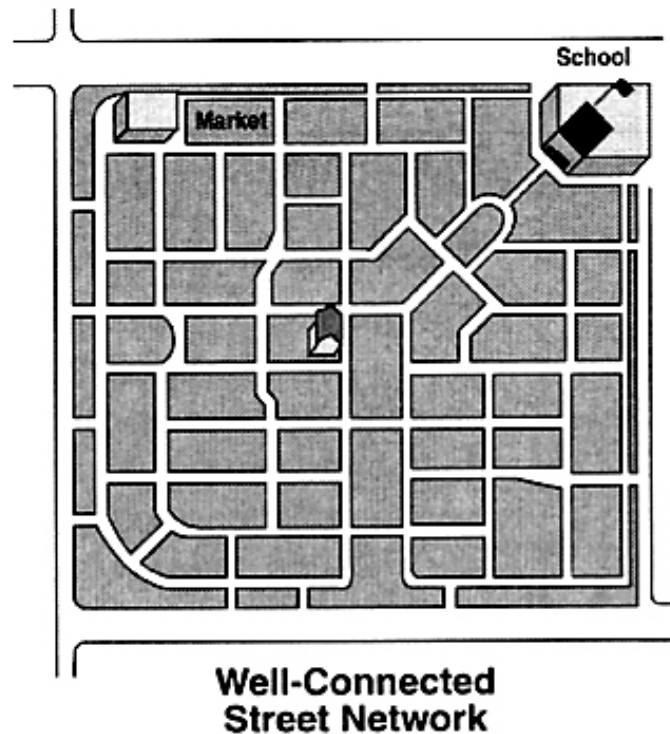
The Subdivision Ordinance and Development Process Manual (DPM) allow Southwest Albuquerque subdivision development patterns. Current regulations do not require optimum connectivity for pedestrians, bicyclists,

or drivers. Because development is approved incrementally, subdivisions are not reviewed for their effect on the overall transportation system. Subdivision walls and gates, long block lengths, dead-end streets, and rear yards facing streets have been combined extensively throughout Southwest Albuquerque. This development pattern has made pedestrian and bicycle travel inefficient, uncomfortable, and unsafe, discouraging any mode of transportation other than driving.

Early 21st century subdivision development patterns similar to those in Southwest Albuquerque occur in many new developments in Albuquerque. To reverse this trend, policy amendments to the Albuquerque/Bernalillo County Comprehensive Plan and regulation amendments to the Subdivision Ordinance and Development Process Manual (DPM) are needed.



A conventional subdivision where a 1/4-mile walk allows access to about 60 properties and one route.



A 1/4-mile grid-based street layout connects to 400-600 properties and dozens of routes.



A subdivision with a padlocked gate prohibits pedestrian and bicycle access

The Mid-Region Council of Governments develops transportation networks for the region based on input from the City of Albuquerque, Bernalillo County, and other governments in the region. The adopted 2030 Metropolitan Transportation Plan (MTP) contains the following maps as well as others: the Long Range Roadway System, Potential High Capacity Transit Corridors, and Long Range Bikeway System Map. The 2030 MTP incorporates several trails and on-street bikeway network suggestions made during the Southwest Albuquerque Strategic Action Plan process. Other transportation network recommendations can be presented to the Metropolitan Transportation Board for approval after the Action Plan is adopted.

Hard-surfaced trails appear on the MTP Long Range Bikeway System Map. All metro-area proposed and existing trails including soft-surfaced trails are on the Proposed Multi-Use Trails Map found in the 1996 Trails and Bikeways Facility Plan. The City uses that plan to program trail development using a ¼ cent transportation tax that expires in 2010. Proposed trail study areas for the Ceja are found on that map.

During the Southwest Albuquerque Strategic Action Plan process, City and County staff prioritized bicycle lane and trail project funding for the 2030 Metropolitan Transportation Plan. Funding proposals are reflected in the Transportation Improvement Plan (TIP).

Regional streets are classified as Major Arterial, Minor Arterial, Collector, and Local based on the amount and distances of traffic they carry. The Albuquerque/Bernalillo County Comprehensive Plan further classifies arterial streets as Express, Enhanced Transit and Transit to suggest street design and transit service for existing uses and a proposed metropolitan network of activity centers.

Three of Southwest Albuquerque's primary streets are classified as limited access roadways. The lack of street connectivity associated with limited access roadway classification does not support multi-modal travel options and easy access to activity centers. Limited access routes, which tend to be busy, fast-moving streets, divide neighborhoods and are difficult to cross. While some are needed for regional travel, Southwest Albuquerque has an adequate number at this time. No additional limited access roads should be designated and the "access restrictions" should be more relaxed where these streets pass through activity centers to allow for intersecting side streets. Street design that serves pedestrians should be built into these streets to assure they are safe and functional for all modes of travel.

Express: A limited access roadway with travel speeds of 45 to 55 miles per hour. Coors Boulevard, Senator Dennis Chavez Boulevard, and Paseo del Volcan Boulevard are designated Express Corridors.

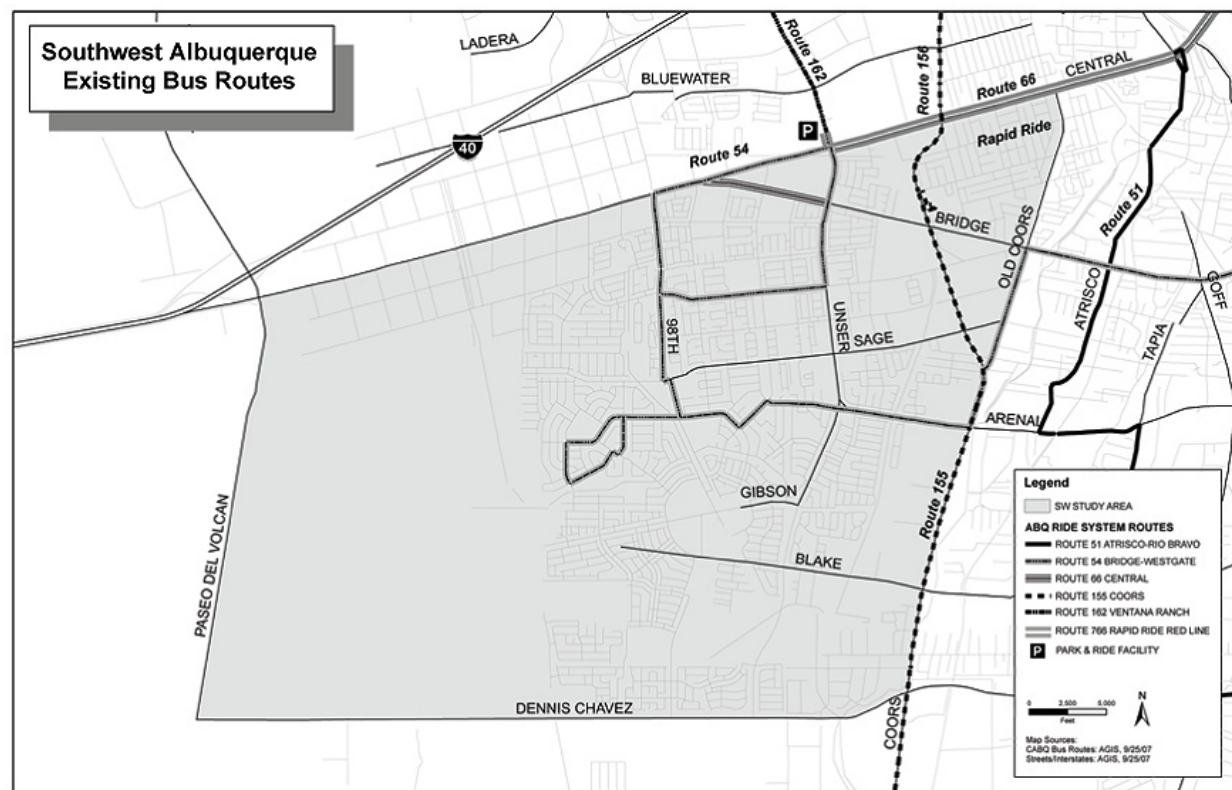
Enhanced Transit: A roadway intended for pedestrian activity with some access control and travel speeds of 35 to 45 miles per hour. Central Avenue (as far west as 98th Street) and Unser Boulevard are designated Enhanced Transit Corridors.

Transit: A full access roadway intended for pedestrian activity with travel speeds of 30 to 35 miles per hour. 98th Street, Tower Road, Sage Road, Eucariz Road, 114th Street, 118th Street, and Gibson West are designated transit corridors.

Existing bus routes that served Southwest Albuquerque in 2007 were limited. A full transit system will only be feasible in Southwest Albuquerque when the street network is complete and mixed-use activity centers that are both trip origins and destinations are developed. ABQ Ride and the new Mid Region Transit Authority may cooperatively provide the desired bus service.

- Route 54 – Bridge/Westgate is the main existing transit service into the Planning Area. Route 54 has 45-minute headways during 6 a.m. to 8 p.m. on weekdays. It takes approximately 50 minutes to go from downtown to 98th Street on the Route 54 bus. No weekend service is available.

- Route 66 and the RapidRide along West Central Avenue both provide service to the northern edge of the Planning Area, and serve residents of the area. The RapidRide takes 15-25 minutes from Central/Unser to downtown.
- Route 155 – Coors Boulevard serves the eastern edge of the planning area. Route 155 has half-hour headways during 6 a.m. to 9:30 p.m. on weekdays. The route extends north to Cottonwood Mall and south to Valley Gardens south of Gun Club Road.



Existing Southwest Albuquerque Street Design

Existing arterial streets are wide and street intersections are difficult to cross on-foot. To contribute to the success of existing and proposed community and neighborhood activity centers, major street design needs to incorporate measures to decrease travel speed, protect pedestrians crossing streets, allow for some on-street parking, and more safely accommodate turns onto collector and other arterial streets. Major streets in Southwest Albuquerque are the most visible public spaces they could support a sense of place with landscaping and public art.



Roll curbs enable sidewalk and front yard parking

Long circuitous streets, dead ends, and local streets with mountable (estate) curbs affect walking safety. Mountable “estate” curbs are intended for large-lot, low-density residential areas. With the current use of mountable curbs in small-lot residential areas, residents drive cars over the curb and park in the limited landscaping strip or on the sidewalk, resulting in unattractive neighborhoods that are unsafe for pedestrians. In 2006, standard curbs added approximately \$700 to the price of a single-family home or less than a 1% increase for a \$120,000 home.

Proposed Strategies

- **Complete the Southwest Albuquerque transportation network.**
- **Provide full multi-modal street access to activity centers.**
- **Improve major and local street design to support walking, bicycling, and transit use**
- **Initiate pilot projects using Action Plan street connectivity and design recommendations.**

NOTE: Chapter 3 of this Action Plan includes a chart illustrating recommended project funding and timing and recommended text amendment language for ordinances, the Development Process Manual, and plans.

Strategy: Complete the Southwest Albuquerque Transportation Network

1. Amend the West Side Strategic Plan to a) update the map of existing and planned major streets; b) support developing a sub-regional transportation plan for areas west of 118th Street; c) guide transit service on arterial streets; d) promote community design that supports walking; e) avoid rear yards walls facing streets; f) promote multiple vehicular, pedestrian and bicycle access points
2. Recommend that the County and the City amend the Southwest Area Plan to discourage walled and gated communities and double-fronted lots.
3. Amend the Rio Bravo Sector Development Plan Amendment No. 1 to update its transportation network recommendations.

4. Request that the Metropolitan Transportation Board add the following street study corridors and street segments to the Long Range Roadway System to complete the Southwest Albuquerque street network.

Barcelona Street (Coors Boulevard to 118th Street)
Gibson West Study Corridor (Coors Boulevard to Unser Boulevard)
Mesa Arenosa Drive (Gibson West Boulevard to Senator Dennis Chavez Boulevard)
Eucariz (Stinson Street to Coors Boulevard)
Sunset Gardens (114th Street to Paseo del Volcan Boulevard)
DeVargas Street (106th Street to 126th Street)
Hackamore Street (to 110th Street - may be a local street)
110th Street (Eucariz Street to DeVargas Street)
126th Street (DeVargas Street to Central Avenue)

5. Once the Metropolitan Transportation Board adopts street network additions, request funding for street design and construction.
6. Program City, County, Transportation Improvement Program, and other capital funding to study and establish alignments for trails in trail study corridors and to initiate acquisition, design, and construction of trails and trail segments that are added to the 2030 Metropolitan Transportation Plan's Long Range Bikeway System Map.
7. Require trail alignments on site plan applications.
8. Require trail development to occur concurrently with private development and/or street development.
9. Program City, County, Transportation Improvement Program, and other funding to initiate design and construction of on-street bicycle lanes. Include lanes or adjacent trails in all new major street projects and improvements to existing major streets. Give high priority to completing missing links and increasing bicycling and pedestrian levels of service in Southwest Albuquerque.
10. Plan, program, fund, and initiate bus routes to form a connecting

network of bus service using some or all of the following streets:

- . Coors Boulevard
- . Old Coors Boulevard
- . Unser Boulevard
- . 98th Street
- . 118th Street
- . Central Avenue
- . Tower Road
- . Sage Road
- . Arenal Street
- . Gibson Boulevard
- . Blake Street
- . Paseo del Volcan Boulevard
- . Senator Dennis Chavez Boulevard

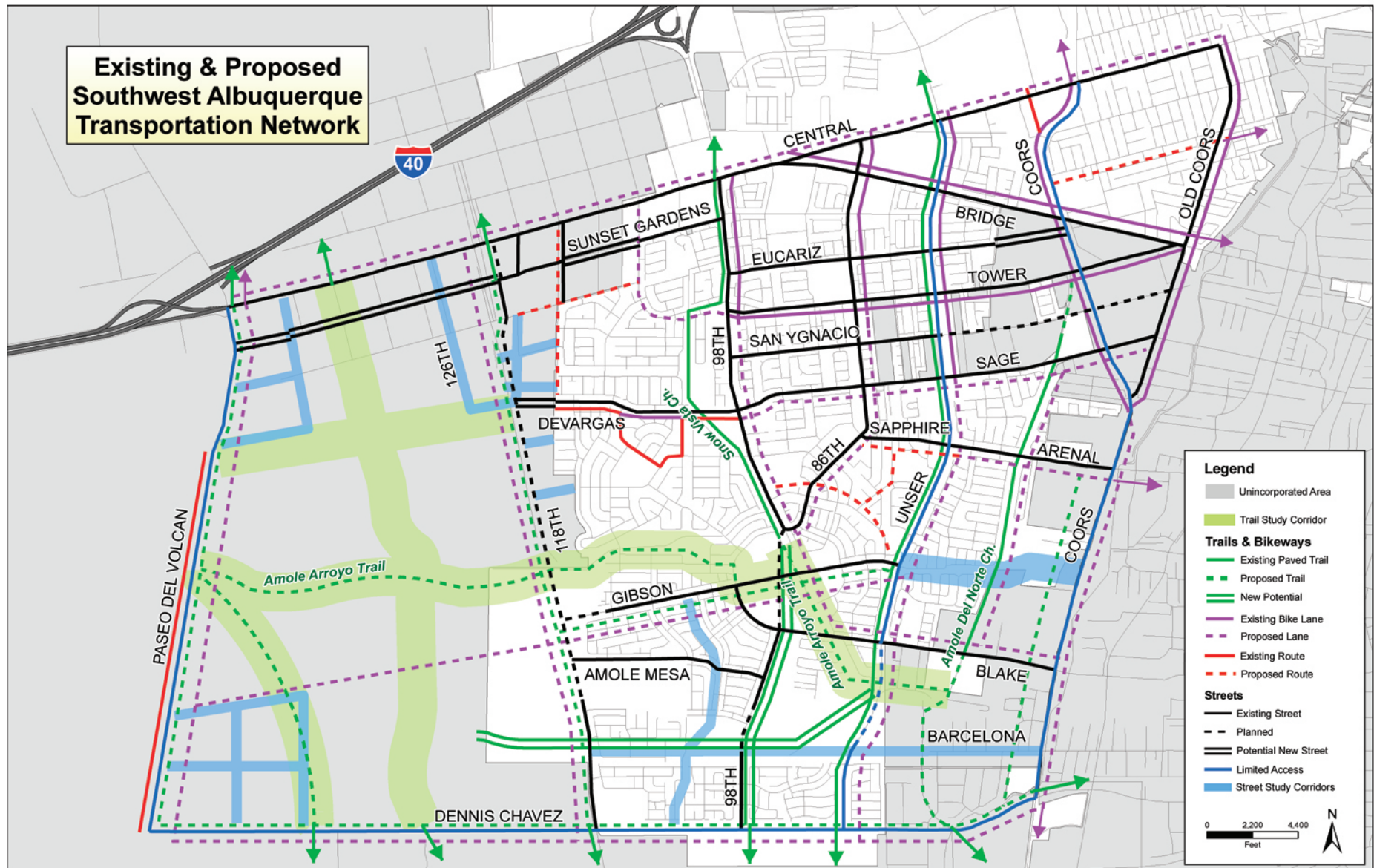
Provide efficient transit service from Southwest Albuquerque to major employment areas including downtown, the Atrisco Business Park, Journal Center and the emerging industrial area on Paseo del Volcan north of I-40.

11. Initiate a Southwest Albuquerque Sub-Regional Transportation Plan for currently undeveloped areas to the south and west.
12. Program funding to install traffic signals, street lighting, and to complete partially completed principal and minor arterials and collectors.
13. Amend the Albuquerque/Bernalillo County Comprehensive Plan to support the development of pedestrian-friendly streets, to discourage walled and gated communities, and to avoid walled rear yards facing public streets.

The street study corridors and connecting street segments identified in the Southwest Albuquerque Transportation Network map are the most recent and comprehensive approach to creating a complete transportation network in the planning area. Most alignments are realistic and appear to produce sufficiently close spacing to be able to accommodate expected growth in the area. However, traffic demand forecast modeling and analysis might show that additional links are needed to the south and west.

Proposed Transportation Network Map

The proposed transportation network map below shows an integrated set of recommended streets, trails and bikeways. Alignments, particularly those west of 118th Street are to be determined during further planning stages. Links designated as “planned” are currently in the Long Range Roadway System Map, Long Range Bikeway System Map, or the City Trails Plan.



Strategy: Provide Full Multi-Modal Access to Activity Centers

1. Request that the Metropolitan Transportation Policy Board ask the Department of Transportation (DOT) to modify limited access roadway policies to permit additional access to and from activity centers in the form of activity center streets intersecting adjacent arterial streets.
2. Amend the Development Process Manual to require that activity center access points intersecting adjacent arterial and collector streets be designed as full streets, and not mere curb-cut entrances to parking areas.
3. Amend the Development Process Manual to require that Activity Center block layout and intersecting streets are determined early in the design process.
4. Amend the Development Process Manual to require short blocks (300-500 feet) in and adjacent to activity centers to create good circulation.

Strategy: Improve major and local street design to support walking, bicycling, and transit use

1. Amend the Subdivision Ordinance and Development Process Manual to increase street connectivity; shorten block lengths including cul-de-sacs; limit the use of cul-de-sacs, mountable curbs, double frontage lots, limited access and gated subdivisions; and improve intersection design for pedestrians.
2. Amend the Subdivision Ordinance and Development Process Manual to establish maximum block lengths to increase route choices and efficiency for bicycling and walking. Limit block lengths to no more than 600 feet to achieve efficient connections. Blocks longer than 600 feet require mid-block walkways connecting to other streets or destinations at least every 600 feet.
3. Amend the Development Process Manual to improve street cross-sections and intersections to promote walking and transit service. Concentrate efforts in activity centers first.

The following recommendations would improve pedestrian movement for Principal and Minor Arterial Streets adjacent to or within an Activity Center:

- . Reduce vehicle travel lane widths to 11 feet (slows traffic speed and shortens street crossing distance)
- . Require striped crosswalks and vehicle stop bars at intersections
- . For streets with 4 or more vehicle travel lanes, install a median wide enough and designed to be a pedestrian refuge (at least 10 feet wide, with median nose extended to protect a cut wide enough for 2 wheelchairs to wait if necessary)
- . Increase sidewalks to minimum 10 feet wide. Minimum 6 foot wide planting strip between the sidewalk and curb.
- . Design and sign the street to reduce travel speed

The following recommendations would improve pedestrian movement for Collector Streets adjacent to or within an Activity Center:

- . Stripe bicycle lanes
 - . Include parking lanes
 - . Increase sidewalks to 9 feet wide
 - . Include a minimum 6 foot wide planting strip between the sidewalk and curb
 - . Design and sign the street to reduce travel speed
4. Program, fund, and install public art and landscaping for all Southwest Albuquerque arterial streets.
 5. Require safe, efficient and comfortable pedestrian and bicycle facility design and construction on all arterial and collector streets.
 6. Amend the Subdivision Ordinance and other pertinent ordinances and regulations to require that all new subdivisions be designed with several route choices for pedestrians and bicyclists that allow them to access local destinations and transit stops efficiently. Walking distances from homes to local destinations should be kept to 1/4 mile or less.

7. Amend the Subdivision Ordinance and other pertinent ordinances and regulations to require that activity centers and other commercial developments provide efficient, safe and comfortable walking routes from the street to services and shops provided on sites.
8. Amend the Subdivision Ordinance and other pertinent ordinances to encourage residential development on collector and major local streets. Small lot single-family residential development should generally not face collector streets unless there is vehicular access via an alley or a frontage street that accommodates on-street parking. Large lots allowing for deeper setbacks or multi-family/attached residential development that can vary the placement of buildings can be designed along these streets.
9. Amend the Development Process Manual and pertinent ordinances to require safe, efficient, and comfortable pedestrian crossings at street intersections.
10. Amend the Subdivision Ordinance and Development Process Manual to require each development plan to illustrate a pedestrian and bicycle circulation plan that demonstrates efficient circulation patterns throughout the site, to the neighboring properties, adjacent arterials, transit service, and local destinations. The pedestrian plan should also provide a contour map showing existing grade changes within the development that may deter pedestrian movement.
11. Institute a policy and budget sufficient funds to develop landscape improvements, sidewalks, and trails simultaneously with street improvement projects.

Strategy: Initiate pilot projects using Action Plan street connectivity and design recommendation

1. Design and build new activity center street cross-sections and intersections. Give priority to the following intersections:
 - . Central/Unser Community Activity Center
 - . Tower/Unser Neighborhood Activity Center
 - . 98th/Gibson Community Activity Center
2. To improve neighborhood connections, demolish the wall dividing

Tiffany Road from Delilah Road in the subdivision at the Southwest corner of Tower and Unser to allow pedestrian and bicycle access. Assess the impact of allowing vehicular access.

3. To improve pedestrian safety and aesthetics within a neighborhood, improve the pedestrian access point to Unser between Crepe Myrtle and Javelina Roads. Add landscaping, lighting, and better visibility.
4. Initiate a street tree-planting program for arterial and collector streets. Resolve maintenance responsibility questions.